

Trade G. B. V. 8.

CONSIDERATIONS ON THE NURSERIES  
FOR BRITISH SEAMEN; THE PRESENT  
STATE OF THE LEVANT AND CAR-  
RIAGE-TRADE IN THE MEDITERRA-  
NEAN; AND THE COMPARATIVE, MI-  
LITARY, NAVAL, AND COMMERCIAL  
POWERS OF THE BARBARY STATES.



Decemb. 1766.

**T**HE course of the last war has placed in a very clear point of view the great power and advantage that Great Britain derives from a well-established naval force.

That war has also proved, that our neighbours, nay that any nation, who are possessed of sea-coast, may have large ships, well built, and fully appointed with the best artillery; they may have every parade and appearance of a naval force in their harbours and arsenals; yet, when called out by war, be able to effect nothing of consequence, unless in times of peace they take care, by means of commerce, to establish a sufficient nursery for manning their navy with experienced seamen.

The French, so far as science can direct the best models for ships of different rates, equal, if not surpass us. The Spaniards have in their colonies timber and materials which, for constructing ships to sustain every southern climate, are excellent, and more durable even than the boasted oak of England. Our most experienced commanders have approved of the ships of war taken from both nations; our admirals have made choice of them to hoist their flags in; and the place that several ships taken from our enemies, during the course of a successful war, still hold in the royal navy, acknowledges as fully as it proves, that it is able and good seamen which have hitherto preserved the superiority of the British naval power: experience has shewn it in the days of Elizabeth, and in the reigns of our late and present august sovereigns.

In past ages, when ships of war were only machines to transport troops, or to bring soldiers disciplined at land near enough together upon smooth water to fight hand to hand: then indeed a few seamen were sufficient; but the introduction of *artillery* and *manœuvre* upon the vast and troubled *oceans* where we make war, make a great number of expert seamen absolutely necessary.

The French, however, partly from opinions founded on theory only, partly from necessity, have gone on upon the old plan. They embark land troops, commanded by land officers, and have only a pilot to direct the ship; but they have felt the consequences, and are now grasping at every means, and searching every channel, to form a nursery for seamen.

There is no person but knows that such species of commerce as requires the transport of commodities from one place to another by sea is the cause, which, properly encouraged and attended to, necessarily produces seamen; yet there  
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are few who enquire what particular branches of our carriage trade are a nursery for seamen, and what are not.

It is by no means true, that every branch of our commerce carried on by sea is an addition to our nursery of seamen; on the contrary, some of the most beneficial branches serve to diminish the number of our seamen. For example, the East India, the West India, and the Greenland trade. What is here advanced would appear to many, at first sight, to be the effects of climate, the excessive heat of the two first-named countries, and the excessive cold of the last; but, upon a nearer inspection, and more particular enquiry, it will be found, that the East India commerce, though a nursery of officers, in the character of gentlemen for making fortunes in the company's service, occasions a waste and consumption (if the phrase may be allowed) of the most able British seamen.

The company are obliged, in every ship they employ, whose compliment of men exceeds one hundred persons, to have a chaplain on board.

The oeconomy of the directors, to save that expence, induces them to man their ships to the compliment of ninety-nine seamen and officers; leaving them to Providence for the care of their souls, and the nursery for seamen to look to itself. Their ships being large, the voyage long, and subject to accidents, to sickness, and loss of people, they carry none but able seamen on board their ships, already fully formed; so that every seamen, who either dies or is disabled in the voyage, is an able seaman lost to the community; which loss must be supplied the next voyage from some other nursery.

The consumption of seamen in the West India transport trade is partly owing to the climate, and partly to their using

scarce any but able seamen on board the ships in that employment.

The Greenland shipping use, as the East India do, all able seamen. There is a bounty for every seaman employed in that fishery, and he is exempt from being impressed into his majesty's service in time of war; but the bounty and other privileges are only extended to able seamen; they are not brought down in proportion to lads and boys, and consequently few or none are employed. Death or accident, in many instances, deprives the community of an able seaman, without another's being brought up in that service to fill his place.

From the first and last examples it is evident, that, be the causes *what they may*, no carriage trade is a nursery of strength and able seamen to this nation, but such only in which, lads and boys are employed, either as apprentices, or for hire, who are thereby enured to the hardships and varieties of that profession, and fix by habit what they acquire by experience and example in the early part of life \*. Our coasting

\* The number of 20,000 seamen secured in British prisons at the beginning of the war, and the want of others to supply their place, reduced the French to try an experiment, which in theory seems to bid fair for success.

They incorporated numbers of landmen with the few seamen they could muster in their large ships, and endeavoured so supply the want of alertness and experience in working those ships, by having a few expert sailors to direct a great number of hands in every manual operation in their fleet. They carried theory still farther; they embarked companies of artillery and marksmen to fight their great guns; but every action. and every hard gale of wind made them severely feel how inadequate such substitutes were, to oppose the realities they encountered in British fleets.

It may be here observed, that Britain was reduced, towards the close of the war, to the same expedients; but the sickness and mortality, in no longer voyages than to the coast of France, shewed what a prodigious advantage, and how great the saving of mens lives would have been, had our nurseries for seamen, during the former peace, been more extended. And it is highly probable, had all the French seamen, who were lodged in British prisons by the foresight of our then administration, been divided amongst the French fleets, we would have found our debarkations not so easily covered in many places, and have purchased our victories at sea with greater loss, and more blood-shed, though perhaps with superior eclat.



trade and coast fishery then appears to be our nursery for seamen, where lads and boys work as apprentices, and learn to become sailors methodically, where a few experienced seamen, in times of peace and tranquillity, are sufficient to rear up many to their profession: and that the incorporating landmen with able seamen is always a measure of necessity during a war, and is a very inadequate substitute.

All *our* nurseries for seamen should therefore be carefully preserved and increased, at the same time that in places further from home than our own coasts we should look with watchful and jealous eyes on the nurseries of foreigners for forming seamen, whose utmost powers are exerted to establish a naval force; and in such parts of the world where we have been formerly possessed of a considerable carriage trade; and where we cannot now either rival them, or prevent their progress ourselves, by means whereby an immediate benefit arises to individuals, who are British subjects, we should throw it into the hands of foreigners, necessarily allied to us from interest, inclination, and the nature of their situation; because even that method of stopping the progress of the French nursery will be found good and sound policy, as things stand at present in the Mediterranean.

Let us therefore take a view of what the French have been doing in the Mediterranean, and from a strict attention to the ends they propose to themselves, what length they have got.

The Mediterranean was so effectually scoured by our frigates and privateers during the two last years of the war, that scarce a French merchant-ship existed in that sea under French colours; and they had not above forty under the protection of Tuscan colours, and about the same number under the protection of those of the republic of Ragusa. What they were  
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besides possessed of before the war, were either taken, destroyed, or sold to neutral powers. They have, notwithstanding, increased their numbers, since the conclusion of the peace, to above five hundred sail; which, one with another, may have eight seamen on board, besides four or five lads or boys. What a resource already procured by their industry and watchfulness for their Toulon squadron! A nursery that in three or four years may produce three or four thousand seamen, without being obliged to unman their privateers on the western coast of France, in case of a sudden rupture.

Their first step towards this material end, and to acquire the ascendancy in a trade they before but partially enjoyed, was upon the taking of Mahon. They found the shipping of those islanders increasing very fast, by being employed in the Barbary coast trade, which they wished themselves wholly to monopolize. They considered them in some degree their rivals, Catholics as well as themselves, having as many *days* whereon they subsisted, at a small expence, upon *fish* of their own catching; in other respects living as low, and open to the same *markets*, for all kinds of necessaries and provisions.

They therefore struck their blow, and it has had its effect to a great degree. They seized or destroyed as many of their ships as they possibly could; and the number of ships belonging to the Mahonese do not *now*, after near four years of peace\*, exceed forty-two.

\* The French, towards the close of the war, not being able any longer to navigate under French colours, nor able to procure a sufficient number of passports from Tuscany, sent a consul to Ragusa, and induced that republic, who had never before sailed out of the gulph of Venice, to build ships, which they took into their service, for transporting their effects from the Levant. The industrious Ragusans having learned, by the assistance of French pilots, to navigate ships out of sight of land, have increased their numbers to above one hundred and fifty sail, and are now become such an object of jealousy to the French, that they are looking out for a pretence to crush them.



The peace was no sooner settled, than they gave all possible encouragement to build merchantmen at home; they likewise bought from the neutral states, and went to market all over Barbary, purchasing the prizes made by the piratical regencies, where they have procured them at an easy price.

They increased the number of licences for going abroad, and granted additional inducements for their merchants to settle afresh, and renew their connections all over Barbary and the Levant; and in order to secure to themselves these advantages, they have sent, or propose sending a nobleman of one of the first families in France\*, with a splendid embassy in proportion to his rank, to the Ottoman Porte, to renew their treaties, and procure additional indulgence to their subjects. And this they have executed all up-hill, being universally hated and despised wherever a Mahomedan prince rules; and never having one of their ships hired, whilst a British ship can be procured to go upon any thing near the same terms.

The British ships from experience being known, by every power in the Mediterranean, to perform their voyage with more exactness, and to have their decks better secured. Our sailors are likewise known not to plunder the Turkish cargoes, which the French crew constantly do, if it consists of vivres, cotton, tobacco, wax, or skins, to such a degree, that a Turkish merchant always computes the plunder of such his cargo in the hold, transported by a Frenchman, at fifteen *per cent.* loss on the gross amount put on board.

They have besides every where settled their consulates upon a regular plan. They have lowered the port dues universally in Barbary and the Levant; and these dues so lowered, when collected, are put into a chest, for the benefit of their general

\* Marquis de Montmorenci.

commerce. They have abridged the power of their consuls to trade on their own account, which keeps them pure in their negotiations in the different Mahomedan states and governments. By which regulations, granting them to be governed by self-interest, they must look to the merchant that is protected for gratuity, not to the ruling power of the country where they reside, by way of passing over injuries done to the effects of individuals. But such precaution is almost needless to them; for to all places of any consequence they have taken care to send since the last peace persons of known character and abilities, and given them appointments in proportion.

They have schools for bringing up young people of their own nation to be qualified as interpreters and brokers, where they are taught the Italian, Turkish, and Arabic languages grammatically: besides several less material regulations, the expediency or propriety of which have not been enquired into by us for many years.

When the Turkey company was established, and treaties were made with the Ottoman Porte, the great object then was the cloathing the Turks, Tartars, and Persians, and because the company have been either too little industrious to enquire into the change in the different markets, or too obstinate in applying the rule of precedent to manufacture, and continuing to make cloths and stuffs of particular fabricks, like to what they at first exported, which has spoiled the markets for English goods. When the French, on the other hand, by their new-invented *qualities* and *colours* in their fabrick, have so prodigiously increased the demand for their manufactures, that the company are by many people supposed to be in an incurable decline. Instead of giving up the Mediterranean trade as lost on this account, would it not be more adviseable to  
endeavour



endeavour to retrieve what is retrieveable ; and where the markets are too much altered, is it not the more necessary to attempt other branches to counterbalance, even in the Mediterranean, the decline of that advantageous Levant trade, the importance of which, writers of the last century have been so lavish in describing.

Let active persons, well-instructed in the several *woollen* and other manufactures in this kingdom, be sent out : let them observe the French *patterns*, their *colours*, their *fabrick*, and their *price* : let them study the present \* taste of the several places where British manufactures were formerly exported, but where the French have now supplanted us with theirs : let all *abuses* and *frands*, which have been increasing these forty years past in the exportation of our manufactured goods and merchandizes to the Levant, be strictly inquired into and remedied : and if the company cannot bring up the taste and purses of Turks and Moors to the standard of the commodities they sold four-score years ago, let the commodities be brought down to the present saleable standard. In doing this, the reputation of superfine English cloth, and superlative cutlery, watch-work, &c. need not be at all hurt ; what is sold as such may be inviolably kept up to the highest standard ; but if they can or will purchase only a small quantity of superfine commodities, and are ready to purchase large quantities of lighter gaudier commodities, why not manufacture them ?

Shall we sell in those countries no cloth but superfine heavy clothes ?

No watches but what are made in London by the best masters, at a price that few persons in England chuse to purchase ?

\* The Turks have their fashions, which vary in the quality and colour, though not in the cut of their garments, as with us.

No toys or cutlery but what are of standard gold and silver, or of the highest polish?

When the French, our rivals, don't scruple to make *expressly* for each *market* of all kinds and qualities, from a pike of cloth (about three-quarters of a yard English) at half a zequin, of the very same colour with a yard of cloth at two zequins; from a knife of two sols, to a coutteau of a louis-d'or; from a gold repeating watch at eighteen or twenty louis, to one of an hundred and fifty pounds.

Had a plan been formed before the end of the war to prevent as much as possible the restoration and further increase of the French Mediterranean *carriage trade*, and that plan had been put in execution immediately after the peace took place, before they had time to build ships at home, and purchase others from foreigners, they certainly would not have been able to raise upon the ruins of their former the carriage trade they now possess, much less to increase it to the height they have done. We should probably have been able to establish several factories on the coast of Barbary, and to have got into our hands a large share at least, of that beneficial trade in corn, oil, barilla, wool, skins, senna, and dates, which the French, by renewing their connections at the Bastion of France, Bona, and Algiers in the kingdom of Algiers; and at Svacks, Sufa, Biserta, and Tunis, in the kingdom of Tunis, now monopolize; and we might have found constant employment for a number of ships in the transport of slaves and provisions from Egypt, Cyprus, and Candia, up the Archipelago to Constantinople. And though perhaps a new war only can effectually reduce their carriage trade in the Mediterranean within such bounds as we could wish in a political light; yet the preventing



venting their further progress, and the getting some part of it into our hands, seems to be a desirable object to this nation, when considered in this point of view, that for every hundred stout ships we may be able to prevent the French from employing in the Mediterranean carriage trade, we cut off an immediate command of one thousand seamen for manning their ships of war, besides destroying a nursery for five hundred apprentices and boys intended for seamen.

It is morally impossible to suppose, that a British subject, who is full of the feelings of independency, of liberty and property, will not be very ready at all times to discontinue any employment where his person is liable to insults; where his ships and effects can be detained beyond a limited time without any allowance made to him for demurrage; or where he finds justice in the recovery of his freights imperfect, and his effects insecure; and therefore the several states in the Mediterranean, particularly those on the coast of Barbary, cannot be too strictly kept up to those articles of treaty that immediately secure to us, when properly enforced, the *advantages* which in most places we enjoy in a superior degree to all other nations; for it has ever been experienced, that these last, when they are allowed to take a latitude in one instance, they endeavour, nay do fix it as a precedent for almost every case in future; having few settled laws of their own regarding property, every matter of right, as well as of ceremony, goes by precedent. Thus an abatement on freight, under particular circumstances, in a voyage contracted for by the month, becomes a precedent for an abatement for all voyages by the month, whether exactly the same circumstances occur or not. There are always pretences trumped up, and what was done by one captain must be done by all.

In the same manner, an embargo laid on shipping on account of cruizers fitting out in their ports, if a consul permits a ship to be detained on any particular occasion beyond the limited time as stipulated by treaty, as a favour to the prince of the country, on the next occasion it is no longer a favour, and however inconvenient, must be complied with, or he must quarrel with the regency. A sailor is struck, or abused, or cheated of his venture, if redress is not had, that becomes a precedent for treating twenty more in the same manner.

Therefore a resolution to keep up to, and, if necessary, enforce the spirit of the several treaties with those states seems to be the first necessary previous step.

Another is, to employ none but proper people to be consuls in those parts; persons whose integrity can be depended upon, who have sufficient abilities to carry on with secrecy and decorum the orders given them from court, and resolution enough not to be daunted in the execution of them for fear of consequences to their persons. It is difficult for mankind in general not to decide in their own favour, and therefore no consuls should be permitted to trade, as it requires a double share of virtue to endanger both his property and person in doing his duty.

Another is, to enquire strictly into the dues collected at every port by British and foreign consuls, and to fix them in such proportions, that British ships may enter, and sail out at every harbour at least upon a footing with foreigners \*.

\* The port dues collected by vice-consuls in the Greek islands, and every port in the Archipelago, under the pretended sanction of authority from the ambassador at Constantinople, are a very great incumbrance and grievance, as they are rated at present, on all merchant ships who pass that sea. Whether the appointments of those vice-consuls are saleable, or whether they have but a share of what they collect for some superior, I cannot take it upon me to say; but the fact and nature of the collection stands thus: the Archipelago is full of small islands



And another is, to facilitate the method of supplying individual British subjects with passports as much as is consistent with government's, being fully assured that they don't fall into the hands of foreigners.

Should the wisdom of legislature, added to these, be graciously pleased to grant a small bounty *per* ton on every vessel bought by Mahonese subjects at foreign markets, either in Europe or Africa, to be fitted out from the harbour of Mahon, and carrying a certain number of men and boys, I am convinced such an encouragement would be highly instrumental to the increase of the shipping of that island. The outfit of their vessels is the heavy load. When they get into employment, they work their own way; and whatever doubt there may be entertained of a British vessel's being able to sail on as low terms as a French vessel, there is no doubt but a Mahonese vessel, fitted out in their manner, can.

It cannot be too strongly recommended to government to make an immediate acquisition of the small island of Tabarca, on the African coast, opposite to Sardinia, formerly belonging to the Genoese, and now in the possession of the Bey of Tunis\*.

islands and rocks; no ship passing up or down to Constantinople can attempt to keep to sea all night; they must anchor somewhere merely for safety; the moment they enter a port for that purpose, whether they want any thing from shore or not, or whether they load any thing or do not load, the first person who makes his appearance is a mean Greek, who demands consulage in a very peremptory tone. It is in vain to reply they neither want to load nor unload; he craves consulage, and must be paid. By this means a vessel has often consulage-fees to pay eight or ten times in going up the Archipelago with her cargo, and as often coming down. Whether a Turk, the freighter of the vessel pays this charge, or the captain, it is a dead weight either way on our carriage trade, and merits better regulation.

\* The French have been very lately in treaty for this island, and offered a considerable sum last year; should any negotiation in their favour succeed, their factories on the coast of Barbary are for ever secured to them, and a valuable coral fishery, highly useful for their negro trade, will be annexed to the crown of France.

Besides a very excellent coral bank, where the Genoese carried on a constant and beneficial fishery, there is a regular fort, in good order in the center, which commands the whole island, and which fort cannot be attacked by shipping. There is a very secure harbour for three or four frigates, whence the channel south of Sardinia can be intirely commanded in time of war. And at the distance of cannon-shot on the continent there is a forest, which will produce any quantity of good ship timber for the stores at Mahon, and without any other expence than the transport. And in the center and environs of this forest are twenty thousand independant unconquered moors, who have never paid tribute to the Beys of Tunis or Algiers since the island was taken from the Christians, and give that as a reason, as they are not able to sell the provisions they raise, they will pay no tribute till the island is in the hands of some Christian power. These moors are accustomed to raise all kinds of stock and grain, and in the event of any misunderstanding with Algiers or Tunis, might be of the utmost advantage by having some arms put into their hands; but the supplying our fleet with any quantity of timber, firing, and fresh provisions are very material articles. The island of Tabarca has one other advantage, in case of any rupture with France, it is situated so near Le Bastion de la France, La Calle, and the other principal French factories on that

France. Did the Bey of Tunis think the French as steady friends and safe neighbours as he thinks the British would prove, their negotiation would have succeeded. I gave the Bey's minister such impressions as I thought most likely to protract the affair, if again renewed by them; and from a very particular conversation I had, with regard to this island, with his principal favourite and most active manager, I have every reason to think I could undertake to procure a cession of the island to his majesty on good terms.

coast,



coast, that it is morally impossible for them to have a ship go in or out without discovery.

The possession of Tabarca would besides immediately procure us a share of the African commerce, which the French find so beneficial, and have found means, since the last peace, to engross wholly to themselves.

Since his majesty has in council prohibited every faithful subject from having any intercourse with Paoli's party in Corsica, there are no immediate views in the way of commerce, with regard either to the produce or situation of that island; but should the political wheel turn round in such a manner, that it may become a desirable object for the nation to trade with the malecontents upon the footing of a free people, the island of Corsica is known to produce cattle, corn, wine, oil, wax, and silk in very considerable quantities \*.

Having thrown out, that where we cannot enjoy the carriage trade of the Mediterranean ourselves, it may be found good policy to throw it into the hands of foreigners, naturally allied to us from their situations, the Venetians were directly in my view. That noble free people, who have been ever jealous of the French nation since the league of Cambray, who have very lately shewn a steady resolution in absolutely refusing to lend the empress-queen money, not knowing for what use the money was intended, are strictly allied to us from their own interest, and are a barrier of some consequence against the Ottoman Porte even in their present estate. Their

\* It is a known fact that the French, since their troops have garrisoned the maritime parts of Corsica, have exported about ninety ship loads of the different produce of that island, which may be seen in the entries at their customs; they have now three frigates upon the stocks at Ajaccio in that island; and the oak which the Genoese build ships with for France and Spain, is brought from the forests of Corsica.

sailors, if they should find it dangerous to allow them to be employed in our service, for fear of giving umbrage to their powerful neighbours, should we ever want them on an emergency (which I hope we never shall, even in the Mediterranean) cannot, however, be commanded into the service of France, like those of Genoa, and some other Italian states. An appearance of countenance and protection (by way of prudent insinuation) to their late peace with the several Barbary states, or on particular occasions mediating for them, is all they want.

It is to be wished a trial were made of sending a few merchant ships to prosecute the caravan trade from port to port in the Mediterranean for three or four years certain, and some sort of encouragement were given for their being navigated with a proper proportion of apprentices, in the manner the Newcastle and Sunderland colliers are navigated, since the expence of navigating such vessels would be by that means considerably reduced; and the laborious part of seamanship being less in the Mediterranean than almost any where else, fewer able seamen are capable of navigating a ship than in most other voyages.

I have heard it used as an argument in favour of that superiority the French point at over us in the Levant caravan trade, that the politics of Malta being governed by French interest, they induce the Maltese to cruize against the large Turkish carraccas, and oblige the Turks, who would otherwise make use of their own vessels, to freight French ships for safety. This engine has been played off against the Turks, and it serves our turn as well as theirs. Could we get that share of the Levant trade again into our hands which we once possessed; could we get even half of the whole caravan trade,  
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the French would, for their own sakes, still influence the Maltese to cruize from time to time in the Levant, as one means of preserving to them even that remaining half of the carriage trade.

But the real fact is, the Maltese marine is by no means in the formidable condition it used to be, and they are grown richer, more luxurious, and more languid in cruizing than they were formerly.

In short, the united efforts of all the European nations who now enjoy peace with the Barbary powers could not have brought the British, Levant, and caravan trade in the Mediterranean to the lowered state they are in at present, had not our *administration*, in the year 1712, made a peace for the Hollanders with the piratical states.

Before that period we were almost sole masters of the caravan trade. We transported and sold not only our own merchandize every where, but, from the security of the British colours, we carried for all Europe.

The Dutch, naturally carriers, not only soon improved the advantages which a peace with the piratical states threw into their hands from that branch; but they carried merchandize to rival ours in the very markets to which we only carried before. The Swedes from the success of the Dutch, became desirous of carrying their iron, timber, and masts to market themselves. The Danes followed their footsteps. Presents wrought like magic on Barbary powers. They who were before brought to reason by cannon and bombs alone, listened to the sound of ducats, zechins, and pistoles; and from this beginning, weak and powerful nations being brought to a par, *Naples, Genoa, Tuscany, Venice, and Spain* have each successively, in the order here set down, formed projects for becoming their own carriers.

A COMPARATIVE VIEW OF THE  
MILITARY AND NAVAL POWER OF  
THE FOUR PIRATICAL STATES OF  
BARBARY, WITH SOME ACCOUNT  
OF THEIR PRODUCE; AND A DE-  
SCRIPTION, WHERE NECESSARY,  
OF THE PRESENT GOVERNMENT  
IN EACH.



## COMPARATIVE VIEW, &amp;c.

I SHALL now take a view of the comparative force of the four Barbary states with whom we have treaties subsisting; beginning eastward, or nearest the Levant, by Barca and Tripoli, and proceeding westward to Tunis, Algiers, and the dominions of the emperor of Morocco.

## BARCA AND TRIPOLI.

The dominions of Barca and Tripoli, though formerly under separate governments, are now both under the command of the Beys of Tripoli.

Barca was the ancient Cyrenaica, where the Ptolemies, successors of Alexander, settled several Greek colonies. Some of the towns retain their ancient names, and a considerable number of marble buildings still exist. The whole kingdom is almost a desert at present, and has but one pitiful harbour, called Bengasi \*, in a sea-coast of four hundred miles, extending from Egypt to Mezrata westwards, and in which harbour the present depth of water is scarcely seventeen English feet. This kingdom is chiefly remarkable for the gulph of Sydra, more terrible and dangerous to modern seamen than it was to the ancients. It directly faces the gulph of Venice, and the north and north-west winds setting strongly in the gulph, across such a considerable surface of water, occasions that swell, and those quicksands at the bottom of the gulph, which render it at once both terrible and dangerous. There is, however, an anchoring-bank lying off the westernmost cape, which forms the

\* Here stood the ancient Cyrene.

gulph, well known to the French pilots; but if that sand-bank is missed by any pilot, all must be given up for lost when the wind is northerly, or north-west.

At Cape Mezrata the kingdom of Tripoli properly begins, and it ends at the island of Gerbi, where Lacerta duke of Medina Cœli, received a total overthrow with his fleet and army, with which he proposed to take Tripoli for the Maltese, 1553.

This kingdom extends along a sea-coast of two hundred miles, yet has but one sea-port, that of Tripoli. The Harbour is accessible, and has depth of water for a fifty-gun ship, but no more. Mr. Keppell carried in the Centurion in the year 1748. The present prince is Ali Bashaw, grandson to Ali Caramali Bashaw, who getting a grant of the banner of Tripoli, made the chair hereditary. He supported a powerful army of Levant Turks, and by an intrigue of one of his ambassadors, he induced the French king to send him two mortars and some bombardiers, with which he reduced the town and kingdom of Fezzan, forty days journey in the desert, and made them tributary.

This success made him insolent, and Lewis was obliged to bombard the city of Tripoli in the year 173<sup>2</sup>/<sub>3</sub>, making the Tripolines pay the whole expence of the expedition, which has kept them in decent bounds of behaviour to the French nation ever since.

The old Bashaw Caramali shot himself at a great age, after having reigned without controul forty years. He was a sober, active prince. His son, the father of the present, dedicated his time wholly to the bottle. Admiral Keppell, when he went to renew the treaty of peace in the year 1748, made him a present of a butt of strong Bene-Carlo wine before he had his audience. While the butt lasted, which was thirteen days, there



there was no audience to be had; and on the fourteenth Mr. Kerpell intended to sail, and carry all the English with him; not knowing the meaning of what appeared more like an intended affront than the consequences of a merry-making: however, on the fourteenth day, the butt was out, and all things in question were amicably adjusted. This turn of his to the bottle made him fond of renegado Christians, as the true Turks would not drink with him, drinking wine being expressly contrary to their law. By degrees these renegadoes crept into all kinds of office; and he died about twelve years ago, leaving the present *Ali* surrounded and governed intirely by renegadoes, of a mild deportment, but not master of his own will, and altogether without authority or command in his government. He has murdered his five uncles, who were alone able to have made him respected, merely from his fears. Since which his imagination has been much troubled in the night-time with their supposed ghosts, so that he never goes to bed before sun-rise. He very often promises, in the course of the day, to do the acts of justice requested, and sometimes probably means to keep his word; but the renegadoes lay hold of him at their night council, and if they don't like the resolutions he has taken in the day-time, they drink him, before he sleeps, into their opinion; so that nothing is so common as to see two orders \* and two letters on the very same affair,

\* The Bashaw's renegado officers (whom he calls his ministers) have abridged the number of days for holding the courts of justice before the Bashaw from six days in the week to two, and from four or five hours to little more than one hour each sitting; and in order to throw the power still more into their own hands, the smallest dispute on a money account, or other misunderstanding, cannot be settled without an order under the Bashaw's sign manual, procured through the interest of one or other of the renegado officers, who are feed on the occasion. The common price of a letter from the Bashaw in praise of a consul, or in favour of a particular person to a Christian sovereign, or in disfavour (for they are also to be had) is commonly five zechins in money, and four pikes of cloth. The titles of the letter are begun in the Bashaw's castle, and his seal applied to it; which seal is his stamp or signature: after which, so soon as it is dark, the secretary

within twenty-four hours, flatly contradictory to one another. The practice of the country, however, is in his favour, where it is no scandal to deny what you have before positively asserted. In short, he is intirely unacquainted with military and naval armaments, even according to their practice, and is reduced to be a kind of state prisoner in his own castle, whence he has never sallied forth but twice since he was made Bashaw. Happily it is not a strong castle; for when commodore Harrison was ordered there this summer by government to force the payment of a considerable sum of money \*, which had been stipulated by his majesty's consul, as full restitution of the money on board a Mahonese vessel which they had cut out of the harbour of Patras, a free port of the Grand Signor's, and afterwards plundered; he found that he could, and actually did, bring the Centurion within one thousand feet of their principal batteries; at the same time placing two frigates in such a position, that had not the money been agreed to be paid before the four hours were expired, which he allowed them to consider of it, from the time he anchored before the place, he would have destroyed all their works in a very short time.

Their naval force was, December, 1765.

- 1 Shebeque, of 14 guns.
- 1 Brigantine, of 12 guns.
- 10 Row-boats, from 20 to 30 men each.

But their disputes with the French and Venetians this last year have considerably reduced even that number.

cretary comes to the house of his employer in a private manner, and finishes the letter agreeable to the heads given him by the person who employs him.

\* Three thousand and seventy-one Venetian zechins, about fifteen hundred guineas; a considerable sum, and the first restitution of the kind obtained from a Barbary prince these forty years. A vessel with the sailors and stores were given up last year, on the appearance of one single frigate.

Their



Their military forces are about 2000 Turkish horse, and 8 or 900 infantry, both without any kind of discipline; but their religion, and the gravity of their manners, render them very orderly, and obedient to command.

The Arabs are governed by setting the leading tribes by the ears; and when they are weakened by fighting with one another, then the Bashaw's force comes in, and decides as he thinks proper; after which his officers collect so many zechins *per* head for the slain on both sides, whom he values as so many subjects lost in the quarrel.

Charles the Vth conquered Tripoli, and gave it to the knights of Malta, who kept it till the year 1551, when the town was retaken by Sinan Bashaw and the famous corsair Dragut. The government continued from that time a mixture of Turkish extortion, under the Bashaws of the Ottoman Porte (who collected an annual tribute) and Moorish opposition, under their Beys, till the people, tired out by being under the rod of two arbitrary masters, chose one with the double powers of Turkish Bashaw, and Bey or Prince of the Moors, which they vested together in the person of Ali, the present Ali's grandfather.

Sir John Narborough was ordered to chastise this regency; and on the 4th of March, 1674, he sent lieutenant Shovel, afterwards Sir Cloudesly, with the long-boats of the fleet, and with that force only, burnt in the harbour of Tripoli seven stout frigates (such as were then used). He also burnt a magazine of wood and stores by a debarkation of his marines, and made them pay eighty thousand hard dollars for the expence of the expedition; and this stroke was the greatest they ever had, never having been able since to establish another magazine of timber or stores of any consequence.

The Tripolines are themselves the worst of seamen, both for navigating and fighting their vessels; for those purposes they trust intirely to the Arnauts in their service, of whom they employ betwixt three and four hundred, and make use of their own people only to handle their oars in calms. These Arnauts are Epirots, from the town of Dulcigno, descendants of the ancient Macedonians, and have a peculiar language of their own. The government of Tripoli choose all their *Reis*, or captains (excepting two or three renegadoes) out of their number.

The Tripolines, when they set out on a cruize, push across the channel of Malta with a fair wind, then lurk about the coasts of Sicily and Calabria; and if they find nothing there, they sail about through the Greek islands, and return by the Levant and coast of Egypt. They never have six weeks provisions on board the largest cruizers, and not above a month's in their row-gallies; and they have not once in a hundred times money on board to buy more, when those are expended. So that if they have not in that time taken a prize, they consider friend or foe equally liable to plunder; and when they are once aboard, they seldom confine themselves to the taking of provisions only.

The kingdom of Tripoli produces no staple whatsoever for exportation, except salt and the corn they grow in the sand round about Tripoli; which is fertilized by the quantities of nitre and other salts with which that part of the desert is greatly impregnated, but their crops are liable to such terrible accidents when the rains fail (upon which, under God they altogether depend) as also by sudden blasts from the hot south wind, that, for these three years past, they have been subsisted intirely by their neighbours; and ordinary bread has been constantly twopence halfpenny sterling *per* pound English; and every other  
necessary



necessary (poultry and fish excepted) in proportion. They generally import three-fourths of what is consumed of their firing, earthen-ware utensils, tobacco, and oil. In some particular years they have enough of oil for their own consumption; but that seldom happens, and is accidental.

The European consuls residing at Tripoli are the British, French, Swedish, Danish, Dutch, Venetian, Tuscan, and Ragusan.

## T U N I S.

The kingdoms of Tunis and Algiers have been so fully described by our learned Dr. Shaw, that I shall confine myself almost intirely to their present military and naval force, if either the one or the other can be called such; and to their situation with respect to *defence*, when attacked by a naval power.

Whoever has had a classical education must be perfectly well acquainted with the commercial abilities, the extended and rich colonies, and the great naval power of the once glorious republic of Carthage, whose powers were dissipated, whose metropolis was razed to the ground, nay the very language of its senators and citizens annihilated, by trusting foreign soldiers in the bowels of their country, and to a standing army of mercenaries for their defence.

The modern Tunis is built above twenty miles inland from the promontory of the ancient Carthage, at the upper extremity of that lake \*, still joined to the sea by a narrow

\* This lake is in most places no more than five or six feet deep. The French, for the benefit of their factory at Tunis, offered to cut a canal from the sea through this lake to the city at their own expence, and to face it with stone, and dry up the rest for tillage, and the work was actually begun; but the Tuniseens feared it might serve to carry war to their gates, as well as merchandize, and  
E therefore

isthmus, and still covered with an amazing number of storks (of a particular species, with large though short fleshy bills) whose tongues were one of the esteemed dishes of Heliogabulus the Roman emperor.

The isthmus is defended on one side by a square stone fort, built by Charles the Vth, called the Golleta, with streight curtains. The angles, according to the fashion of the times, planted with cannon of all sizes upon the same battery; and on the other side, by a smaller semicircular fort, with two rows of embrasures, the lowest on the water's edge, but no cannon mounted.

The strength of the city of Tunis, when to be attacked, does not consist in the situation of the spot on which the town is built, nor in the walls that surround it, which are every

therefore never rested till they prevailed with their prince to order the work to be given up.

I saw a part of the aqueduct of ancient Carthage, which is much more considerable than that at Ariana, visited by Dr. Shaw. There are above six hundred and thirty arches standing; and in the lowest part of the valley the aqueduct is above three fathoms higher than the Aqua Claudia at Rome. The original work is in an excellent taste. The Roman repairs at different periods of the empire are easily distinguishable, as also those of the Moors, their successors. Upon one of the key-stones are represented, in relievo, the tools which were made use of in building the aqueduct; but no inscription of the time when it was built, either in Punic or other characters.

Mr. Bruce, of Kinnard, late his majesty's consul at Algiers, well known for his abilities as a scholar, and his taste for the virtu, has taken views of this, as well as all the remains of Carthaginian, Numidian, and Roman antiquities, in the kingdoms of Algiers and Tunis, and is now at Tripoli. He has not rode post with the caravan, as Dr. Shaw did, through the country, but staid some time at every remarkable place, and searched for and found regular series of all the coins of the several districts, settled their distances from one another, their ancient names, their longitudes and latitudes; it is to be hoped he will honour his country with the publication of them at his return. Amongst his designs are the sepulchres of the Numidian kings now extant, with the medals found on the spot; many noble remains of the Romans, as temples, amphitheatres, baths, aqueducts, and cisterns, many of them in the highest taste; series of Punic coins, of the Roman emperors in Africa, and the Ptolemys in the Cyrenaica, &c.

where



where defenceless, and every where commanded, but in its being built twelve miles in land.

The Bey lives constantly in the country, at a place called Bardoe, about two leagues distant from Tunis, further up the country, in an exceeding handsome palace, built in the Moorish taste; and so far as mosaic pavements, and pannels of Sienna, and other Italian marbles, Venetian mirrors, and gilding in the Moorish taste, can be elegant, his palace is truly so. It is within a kind of fortress, that has some regular bastions proof against musquetry, with a wet ditch all round it.

The two forts I have mentioned that command the isthmus, and where their smaller row-gallies are sometimes laid up, could be easily battered; as could also the works that cover their arsenal at Porto Farina, which is a *shoal-water* harbour, though it answers for their larger armaments; but the demolition of these would answer little purpose to annoy Tunis, defenceless as it is, against the art of war as practised by us. A debarkation must be made, and the march of that debarkation would be attended with difficulty; for though the soldiery in the environs do not amount to four thousand five hundred men, yet the Moors are very numerous, and very capable to harass the march of any army, unless that army disembarked a sufficient number of cavalry to cover them from the sudden attacks and ambushes of the Moorish light manner of fighting. However, the French have shewn a method, a few years ago, for keeping the Tunizeens in order at an easier rate. They anchored two frigates off their harbours in such a situation, that nothing could pass in or out; their trade was intirely stopped: the people, who are much more given to trade than to piracy, grumbled, and threatened an insurrection. The prince of the country did not chuse to stand out, or put the

fidelity of his subjects to so high a trial, he was therefore glad to come into the terms that were required.

Tunis has been for some time in a kind of tributary state to Algiers, and whoever has power at Algiers, necessarily has great influence at Tunis.

The present method of keeping in subjection the Bey of Tunis (who is one of a race of princes of their own country, who have for ages reigned over the Tuniseens, with some few interruptions only) is by keeping the next presumptive heir to the crown at Algiers, whom the government have always in readiness to send off to Tunis, with an army of disciplined Turks, and when he fails in the payment of the tribute and presents to the reigning Dey of Algiers, they depose him, and sometimes cut off his head, and those of his children and family.

The Algerines have twice sacked Tunis, and deposed their Bey in this manner since the beginning of this century, and carried off each time immense riches. The Tuniseens are recovering the last visit paid them in this manner in the year 175 ; but will not be rich enough for being attacked again for some years.

They have several ports for trade ; but none except Porto Farina for cruizers.

Their trading ports are Tunis Marine (a good road for shipping lying off the Golletta) Biferta, Svacks, Sufa, and Zerbi in the island of that name, adjoining to the westernmost part of the kingdom of Tripoli.

The people are tolerably free under the present mild government. The country is naturally one of the richest in the world, and the people are much given to trade, in which they have been greatly encouraged by their Beys.

They



They have several \* manufactures for their own use, and for the consumption of their neighbours. The Zerbins in particular having their factors established in every place of note in Barbary and the Levant, and seem to have handed down amongst them the commercial turn of their ancestors the Carthaginians; for from the decline of the Roman empire down to this day, trade and manufactures have been carried on in the island of Zerbi. It is worthy of notice, with respect to the inhabitants, that they have never founded any large town, and have always maintained an uncivilized feroce manner of living, without any kind of society, or apparent intercourse amongst themselves, except on the market-days, when they always appear with arms in their hands. Their wealth and effects thus detached, has hitherto preserved them from being the prey of the neighbouring states. They permit a garrison from Tunis, and preserve their own privileges.

The present Bey of Tunis is about fifty years of age, of a respectable countenance and deportment, with a penetrating eye. Has a great deal of sagacity and cunning in his way; but is given to a quiet life, and is a much greater encourager of trade than of piracy. He amasses as much wealth as he possibly can without extortion, thinking it his best policy to preserve the community from being so wealthy as to be again an object for the rapacious Algerines; and that by having a

\* At the source of water which formerly supplied the noble aqueduct of Carthage they are famous for dying to this day the deep crimson colour, so much in esteem amongst the ancients, and so valuable amongst the Turks, that a small mill'd cap dyed of this colour is sold for eight shillings and six-pence sterling.

The quality of the water is supposed to contribute to the beauty of the colour, and to fix it; insomuch that this source is divided into many small rills, and the whole is farmed at 60,000 florins, or dollars of Tunis, about twenty-pence each.

heavy purse in his hands, he is always the better enabled to make terms for his people and for himself.

When the present Dey of Algiers was elected this last spring, he sent a vast present to him, begging he would accept of it, *at all events*, as a mark of his respect; and if he or his soldiers did not chuse that he should continue Bey of Tunis, he hoped he would grant him the favour of sending a private messenger, to give him and his family time to retire. The consequence was, the Dey of Algiers assured him of his friendship; and while he lived, that he needed be under no apprehensions of a change in his affairs, and begged he might make himself easy and happy.

The Bey's troops, upon his present establishment, do not amount to above five thousand men; besides his renegadoes and sailors, the former may amount to eight or nine hundred, and the latter to three hundred.

The Tuniseens had last year three large cruizers, and about a dozen of row-gallies\*. Their cruize lies along the coast of Sardinia, the chanel of Corsica, and the sea-coast of Italy and Sicily. The Tuniseens employ their own subjects to man their vessels, and have chiefly renegado commanders.

The reason why the Bey of Tunis encourages renegadoes, and has a number of them about his person, and that most of his officers are of that class, is, he thinks them safer to be

\* The Sardinian fishermen have got into a way of carrying blunderbusses, which clears the decks of their small row-gallies, and will oblige the Tuniseens to get into the method of making use of larger cruizers.

I saw two of their row-gallies come in there in May last, one with nine men killed, and eight wounded, by the discharge of four blunderbusses; after which resistance the fishing-barque escaped. And another with eleven men killed and wounded by a small fishing-boat, who had only five armed men, with two blunderbusses and small-arms on board, and which with difficulty they mastered, and brought into port.



intrusted than Turks would be, whilst he continues under subjection to the Turkish military republic of Algiers.

The European consuls residing at Tunis are the British, French, Swedish, Danish, Dutch, Venetian, and Ragusan.

## A L G I E R S.

The city of Algiers stands at the bottom of the large bay of that name, on the Barbary coast, directly facing the island of Mahon. The bay is unsafe for shipping when the wind sets into it. The fortifications and houses rise from the sea-beach in the shape of an amphitheatre (upon the side of a hill) equally open to the effects of cannon and bombs \*; at the top of which hill is a large fort; but at too great a distance to be of any defence to the town, when attacked by sea.

Ships of seventy-four guns can come within less than thirty yards of their principal batteries. Those batteries, though they make a good appearance from the outside, being plastered over and whitened in the manner of the country, are no more than what was formerly a magazine for stores on the mole-head, which is formed by a small island at the extremity of the mole. This magazine they have turned into a fort, and tho' the walls are not four feet thick, at the bottom they have made two tiers of embrasures, one low near the water, and another over it. The upper tier of guns are upon a platform, not supported by arches from below, but by posts of timber

\* As the walls do not cover the houses, nor the houses nearest the shore, those further up the hill, artillery would have full power on every part of the town, and shells thrown with very little exactness would always rest somewhere in rolling down, supposing them not to fall on the exact spot intended.

and stone pillars found in ancient buildings ; and the upper parapet is not above twenty-seven inches thick. The effect of the fire of two-deck'd ships against a battery so constructed, even if properly served from within, is well known. The size of their cannon being one of the greatest defects of such a battery, as a general discharge of their own artillery above and below at the same time would go near to have the same effect an enemy could wish in destroying the work.

The walls and bastions of the town are irregular and mean, having here and there a stone tower rising up, with half a dozen guns mounted, and embrasures perhaps for two or three more. There are two small forts without the walls of the town upon eminencies, one to the east, and one to the west ; but of no great consequence, not being so constructed or situated as to infilade the land-batteries of the town, from which they are quite independent, and considerably remote.

This government is a military republic, wholly consisting of real Levant Turks \*, who annually come from Constantinople and other places in the Levant, in smaller or greater numbers (as there is demand) to try their fortunes, having this peculiar inducement, that the lowest soldier at Algiers has the same chance to become Dey as the highest in rank †. This alone is sufficient inducement for the most enterprising, courageous, and daring persons to resort there. And their army, which ought to be twelve thousand men, generally amounts to eight thousand five hundred able, active, and resolute Turks ; no platoon firing, no regular charge of cavalry amongst them ; but they are, in point of discipline in other

\* Even sons of Turks, born at Algiers, are not allowed to be soldiers there.

† The office of Dey is elective, and does not go either by seniority or rank ; but by the suffrages of the army, taken from their representatives in the divan by ballot, and sometimes *viva voce*.



respects, upon a footing with the best Turkish troops in the Levant. They are excellent, as marksmen, with small-arms; but though they annually, at a stated season, make a shew of exercising their great guns, and of throwing shells, they make but a poor figure in that way, being quite inexact, and without method in adjusting their balls to the callibres of their ordnance, and perfectly ignorant of the different degrees of elevation to give their mortars, and of cutting the fuze, &c.

Their naval force, in the year 1762, consisted of

1 ship of 50 guns,	1 fettee of 14 guns,
1 ditto of 46 ditto,	1 ditto of 12 ditto,
2 zebeques 26 ditto each,	4 ditto of 10 ditto each,
4 ditto of 8 ditto each,	1 tartan 6 ditto,
2 fettees of 16 ditto each,	1 ditto of 4 ditto.

But by far the greatest number of those are old and useless; yet they make a point of keeping them floating about in the harbour, without rigging or artillery, to make a shew of a naval force.

They generally keep up the number of sea captains, called *Reis*, to *thirty-one*, whether they have vessels, or whether they are sent to sea, or stay at home. They built and sent out to sea, in the year 1764, two fine frigates, and a shebeque, all mounting 28 and 30 twelve pounders upon one deck, by means of the annual present of naval and military stores from the Danes, Swedes, and Dutch; but they were all three cast away in one night, on their own coast, in a storm; owing to the want of sea-room in the narrow Mediterranean, and most of the men on board perished. They have put two more upon the stocks; but at present they have only one large vessel, which

is a fifty-gun ship \* as they call her. She has been built many years, and is in fact a vessel of perhaps three hundred tons, pierced with fifty holes, and stuck full of as many pieces of cannon of all sizes.

This example is sufficient to shew what their manner of fitting out vessels was, and how much they have improved since they have been furnished with the means of fitting them out better by that pernicious peace made for the Swedes and Danes by one *Logie*.

*Logie* was born in Scotland, and was captain of a small vessel, in which he carried on a contraband trade on the coast of Africa, furnishing the piratical states with ammunition and warlike stores. This went on for a time ; but being at last kidnapt in Holland for exporting military stores without licence, and put into prison, he offered his service to the Swedish minister ; who got him liberated, and sent him to Stockholm, as a fit person to be employed to fulfil his proposals of being able to conclude treaties with the several Barbary states. He was naturalized a Swede, set out on his expedition, and by the force of considerable presents concluded treaties of commerce with Algiers, Tunis, and Tripoli, and afterwards with Morocco.

Had this peace for the Swedes been concluded at Algiers on conditional sums of money only, the evil would not have been great : it would have only robbed us of a small share of our Mediterranean trade, and the Dutch of a much greater ; but *Logie* agreed on articles of a more pernicious kind ; no other

\* In her waste they have six pounders mounted, and at her bows and quarters eight, nine, and twelve pounders intermixed. She is besides broken-back'd, as the seamen term it. The pieces of timber, called knees, and which serve to fortify her bottom and sides, having been worked up green, which has occasioned them to warp.



than an annual present of military and naval stores to the value of five thousand pounds sterling. He afterwards became a contractor for making treaties, and concluded one for the Danes on precisely the same terms.

This has given that piratical state a taste for presents of the like kind; and they have this very year doubled the quantity for the Swedes and Danes, and imposed a like quantity upon the Dutch, *upon pain of their respective treaties*, and immediately cruising against their merchants ships; so that in consequence of the *door* Mr. Logie opened, Algiers is at this present time furnished with military and naval stores, *free of expence*, to the value of thirty thousand pounds *per annum*; the surest means to make them troublesome in process of time, and in the mean time insolent and overbearing in their own dominions, and forward and craving even in our capital for the same presents and advantages from us\*.

The present Dey of Algiers is in the prime of life. Was hasnatee or treasurer before his preferment. Under the cloak of sanctity, study, and religion, and pretending to mind nothing but saying his prayers; he conceals resolution, sagacity, and abilities.

The chief exports of Algiers are *corn*, when permitted, and wool, mules, wax, honey, and hides. Their corn is mostly exported from Bona (which is the sea-port of the province of Constantina) Bugia, and Porto Stora; but the *tiskare*, or order is procured at Algiers. The vice-roy of Constantina is the second officer in the government.

\* The Algerines sent an ambassador here on that errand in the year 1756. He had some old ordnance given him; but the beginning of a war was then an excuse for our having no powder, nor naval stores to spare.

The sea-ports of Algiers \* worthy of notice at present are Algiers, Bona, Bugia, and Porto Stora. Bona is practicable only in fine weather, and their cruizers are fitted out only at Algiers.

The *Reis* or sea captains of Algiers are almost all Turks, and generally chosen from amongst their own body; and some of them can navigate their ships by the log, sea-chart, and altitude of the sun.

Such of the community as choose the sea-service, give in their names at the Bey's palace, where they are kept in register; and must afterwards take their regular turn in sea duty, where they advance as in a separate service, being from the time they are inrolled to go to sea, excused from all kinds of duty at land.

They always carry a number Christian slaves on their cruize, to assist them in working their vessels; and in rowing their oars, when calms make that operation necessary.

The European consuls residing at Algiers are the British, French, Swedish, Danish, Dutch, and Venetian.

\* The several creeks where the French have factories cannot be reckoned amongst the ports of Algiers; although the French from these factories carry on a great trade in the way of exportation. They have, within these few years, made several exclusive contracts with the Dey of Algiers; for instance, for all the wool, wax, and some other staple commodities, the produce of Algiers, to the great detriment of his Britannick majesty's subjects, who are expressly allowed by treaty to purchase at the markets of that kingdom freely, and without any hindrance or molestation. These contracts have occasioned the Mahonese to be ordered not to load corn any more at Porto Stora: and I can venture to pronounce, that had not those islanders been curtailed of the privileges of trading for corn, which they formerly enjoyed, they would in a few years, from their genius which is peculiarly suited for trading with the Moors, have made their island a magazine for corn and some other staples from the kingdom of Algiers, for the French and Spaniards to purchase, instead of being obliged to beg a single cargo of corn as a favour in time of scarcity, and which they are now often constrained to without success. This single branch of traffick, joined to the improvement of the natural advantages of Minorca, would, in a few years, have formed a mart at Mahon, which being already a free port, and well situated, would have greatly increased our shipping and trade in the Mediterranean.

M O R O C C O.



## M O R O C C O.

The emperor of Morocco's dominions are the kingdoms of Morocco, Fez, Taffilet, Suz, Dahra, and Algarbe. He has the ports of Tetuan and Tangiers in the Mediterranean; and on the western coast of Africa, L'Harrach, Sallee, Saffee, Magador, Suz, Santa Cruz, and some less considerable. The number of his army may amount to thirty or forty thousand Blacks, and as many Moors. That of his cruizers some years ago \* was very inconsiderable; but he is daily increasing them since the treaty Mr. Logie made for the Swedes and Danes, who give him annually the value of *eight or ten thousand pounds*, as a gift, in naval and military stores. But, not contented with this, he threatened the Danish peace two years ago, and they bargained with him for re-establishing their treaty on a more solid foundation, to furnish him with every kind of necessary and stores above the water's edge for fitting out *five frigates* and *five zebeques*; a circumstance well known to general Cornwallis, then at Gibraltar. I have been told our government once intended to take notice of this bargain; the French actually did, and equipping two frigates, carried one of the Danish vessels, with her cargo, into either Marseilles or Toulon †.

The emperor of Morocco had fifteen vessels, from thirty-four down to eight guns cruising in the year 1765, mostly on his own account. They proceeded into the Mediterranean as far as Candia, and made prizes of French ships in the caravan trade,

\* In Mr. Braithwaite's time they had only two vessels of twenty guns each, and one French brigantine armed, besides their small row-galleys.

† I believe the vessel was afterwards liberated.

even betwixt that island and Cyprus; and on the western ocean they cruized one hundred and fifty leagues to the westwards, and all along the coasts of Spain, Portugal, and the Western Islands. There is a very considerable English mercantile house settled at Santa Cruz, who purchase most of the emperor's prizes, and are very useful to him in turning them, by means of Jews, into money.

The emperor of Morocco's chief ports for cruizers are Sallee, L'Harrach (where the French lately met with a repulse) Magador, and Santa Cruz; but there are a great number of small cruizers and row-gallies belonging to private persons at Tetuan, Sallee, and all the other small ports on the western coast of his dominions. Magador, which the emperor is now endeavouring to fortify, is the only harbour that is capable of containing ships of any considerable size without taking out their stores. All his other harbours requiring that manœuvre, being mostly barred \* harbours; but those barred harbours have this advantage, that they are to be attacked *easily*.

The strong-holds in the empire of Morocco are in the inland country, and by far the greatest number of the towns and castles on the sea-coast, though in themselves poorly fortified, are situated upon shallow rivers running into the ocean, or on the summits of high rocks, out of the reach of being either cannonaded or bombarded by shipping.

The present emperor of Morocco is fond of being in the field with numerous armies. He gives audience, and transacts the chief part of his business on horseback. His person, which is otherwise tall and robust, is bent from sitting continually on his saddle. He squints a good deal, which, added to the

\* Barred harbours, if there is a sufficient depth of water within the bar, do not hinder a nation from becoming a naval power; of which the Hollanders have given proof.



swarthiness of his complexion, his known temper, and the natural ferocity of his looks, cause his countenance to strike terror into such of his subjects as call forth his resentment.

His subjects, whether Moors, renegadoes, or blacks, by being long accustomed to piratical practices on the great ocean, are very equal to the profession, and are a set of desperate banditti, kept together by the iron rod, that continually hangs over them.

The emperor keeps all his relations always with him inexpressibly poor \* out of policy; and does not employ them in any post of the smallest authority.

His greatest favourite, and ablest captain, as well as the best friend to the *British* nation in his dominions, is Mully Addrish, who it is supposed he will name for his successor.

He has amassed a considerable treasure, chiefly by parsimony and usury, constantly making it a practice to let out his money at thirty *per cent. per annum*.

He seemed vastly pleased with an English chariot, which his majesty was pleased to send him in the year 1754; but observing the coach-box, when the carriage was put together, he enquired the use of it; and being told for what purpose it was intended, he ordered it immediately to be sawed off; and expressed great surprize that it should be supposed that any person durst sit down in his presence! so that it now rolls along with four horses, led by four running footmen.

The European consuls residing in Morocco are the British, Spanish, Swedish, Danish, Dutch, and Ragusan.

\* They have been known to ask charity, and accept of a piece of eight from persons in the suit of his majesty's ambassadors at different times; though, did the emperor know that any of his relations had so much money in their pockets, he would punish them on the spot.

AFTER THE VIEW THAT HAS BEEN  
TAKEN OF THE COMPARATIVE MILI-  
TARY AND NAVAL STRENGTH OF THE  
FOUR BARBARY STATES, I SHALL FI-  
NISH THESE OBSERVATIONS BY CON-  
SIDERING THEM IN A COMMERCIAL  
AND POLITICAL LIGHT.



## T R I P O L I.

**T**HE port of Tripoli has for some centuries been the mart for black slaves in the Mediterranean, which are annually exported thence to Constantinople, and a few other ports in the Turkish dominions.

The Mahomedan law, which does not allow a Christian, within their dominions, to be possessed, by purchase or otherways, of any slave professing the Mohammedan religion, is the cause of this trade's being so little known to Europeans, and of its being solely in the hands of the Moorish merchants.

This Mediterranean slave trade is carried on by annual and fix months caravans (or kirwans) sent into the inland country, including their going out and coming home, agreeable to the distance of places whence the slaves are brought.

The Tripolines trade to two places only, Fezzan and Gadamis; and the more inland caravans meet them, and barter their goods at those places.

The commodities hitherto consumed in this trade are imported from Leghorn and Venice twice a year, and from the Levant and Greek islands as occasion serves.

They are,

Coarse Neapolitan cloths,	Coral,	Brass in bars,
Coarse Levant linens,	Paper,	Tin in bars,
Smyrna cottons, strip'd and	Cloves,	Tuniseen and Fez
plain,	Tobacco,	caps,
Plain coarse stuffs,		
Sewing thread, needles and	Drugs,	Levant carpets,
thrums,		
Glass beads and trinkets,	Oil and salt,	Levant shoes.

G

The

The returns brought to Tripoli are negroes, sena \*, tron, dates, ostrich-feathers, some gold-dust, and a small quantity of gum-arabic.

The carriage-part of the trade is performed by camels, each camel being able to carry four or five quintals; so that five camels carry one ton of bale goods.

The load of a camel costs the merchant nearly two-pence sterling *per* league carriage.

The value of all the commodities exported annually to Fezzan (which is 42 days journey directly south) is in Tripoli zechins, of 8 shillings and six-pence sterling each,	Zechins.	The value of the re-	}	32000
		turns are 800 negroes,		
		600 quintals sena,		3300
		600 ditto dates,		680
		Ostrich feathers, value		1000
	26475	15 quint. gum arabic,		150
				<hr/> 37130

So that Tripoli gains 10655 zechins, above one-third clear profits.

The value of the commodities sent from Tripoli twice a year to Gadamis (which is 27 days journey south-west) is in Tripoli zechins, including what goes by both caravans,	Zechins.	The value of the re-	}	8000
		turns are 200 negroes,		
		70 quintals sena of		
		Agdis,		525
		Gold dust 800 small		1000
	7610	parcels,		200
		Ostrich feathers,		<hr/> 9725

Tripoli does not gain quite one-third here.

\* The physical drug sena. Tron, a mineral salt put into Straßbourg and other snuffs, supposed vulgarly in Europe to be pounded glass. I have seen the gum at Tripoli, and I think it is not from the Sanaga river.



As the furnishing the Moorish merchants therefore with such kinds of our manufactures or produce as they stand in need of, and the carriage of their slaves, senna, and dates to market, are the only benefits that can possibly arise to Britain, were Mahon hereafter to become a mart or magazine for British commodities; I was at great pains to find, from the persons who farm the customs, the brokers, the Christian and Jewish merchants at Tripoli, what quantities of goods are imported and exported one year with another, and find the general state of their trade to stand thus:

Zechins.		Zechins.	
The value of the whole imports from Europe, -	} 32254	The whole exports to Europe, value	} 20955
		Balance against Tripoli 11299.	
Value of the whole imports from the Levant, - - -	} 46390	The value of the whole exports to the Levant, - - -	} 50485
		Balance in favour of Tripoli 4095.	
Whole returns for ventures sent to the inland country, value	} 46855	Value of the whole venture sent inland,	} 34085
		Balance in favour of Tripoli 12770.	
Whole imports from Tunis, - - -	} 2300	Pays Tunis in bul-lion, - - -	} 2300
Whole imports from Malta, - - -	} 1480	Whole exports by licence, - - -	} 1815
		Balance in favour of Tripoli 335.	
<hr/> 129279		<hr/> 109640	

The balance in trade against them is discharged by what is spent amongst them by the Christian consuls, the sale of their salt to the Venetians, and the slaves, &c. taken by their cruizers, which they ransom and sell.

And after carefully selecting such commodities of British manufacture or importation from our colonies as we might be able to sell there, were the island of Mahon to become a mart or magazine of British commodities, I find them to be no more than the following articles, whose selling price at Tripoli is marked opposite each species of goods.

Goods imported annually at Tripoli  
from Leghorn.

	Zechins.
500 pieces of coarse cloth, value	4500
65 quintals gum Lac - - -	1200
15 ditto Benjamin - - -	500
100 ditto gelamina in cakes	750
25 ditto Fermabuoco - - -	255
25 ditto Campeachie - - -	80
5 ditto cochineal - - -	1600
22 ditto pepper - - -	450
5 ditto cloves - - -	650
20 ditto ginger - - -	120
$\frac{1}{2}$ ditto nutmegs - - -	75
30 ditto roach alum - - -	150
1200 reams coarse paper - -	800
200 quintals iron in bars - -	225
Some iron wire	
Coarse cutlery and knives - -	295
Gun-barrels, pistols, &c. if } manufactured cheap, value }	2000
	<hr/>
	13650

Value 13650 zechins, at eight shil-  
and six-pence each.

Goods imported annually at Tripoli  
from Venice.

	Zechins.
Tin-ware, value - - -	1000
Paper with three half Moons } 800 reams - - - }	520
200 ditto writing paper - -	100
Other coarse wrapping paper -	190
10 quintals vitriol - - -	125
Coarse razors, value - - -	200
Files for workmen - - -	100
Sewing thread - - -	100
	<hr/>
	2335

Value 2335 zechins, at eight shillings  
and six-pence each.

Many of the above articles in trade  
are exported from Britain to Leghorn,  
as appears by the custom-house printed  
entries.

From this state of their commerce, which may be relied on as authentic, from their being too far removed, if their country were fertile enough, as it is not, to furnish Mahon with corn or provision in cases of necessity, and from the insignificance of their force in the light of being made use of to bridle the carriage-trade of our rivals, added to the slipperiness of their promises, were they able to perform them, the conclusion may be obviously drawn, that on all occasions, when it is necessary to demand redress,



redress, or to chastise them for plundering or insulting our merchants ships, it should be done without ceremony, or appearance of a naval preparation ; three frigates of the Mediterranean squadron, nay two, being always sufficient for that purpose. And it is so far from being an advantage to his majesty's trading subjects to entertain their ambassadors in this country, that it is the reverse ; for while they have what they call, and we receive, as an ambassador residing in London, the British consul, during that space of time, is a mere cypher in Tripoli, and of no use to his majesty's subjects in the way of protection : for the general answer, on all applications they don't like, is, “ Mr. consul, we have an ambassador in London, who goes to court, and has audience of the king when he pleases ; we shall settle our business through him ; for which reason you need not apply any more till we receive an answer from him, whether what you desire to be granted is the king your master's pleasure or not. And we do not believe, that either the commodore, his representative, or you, speak truth ; and that you are all joined in one story for your mutual advantage.”

This was their answer to captain Robinson, of the Vulture sloop of war, sent express by commodore Harrison, to receive the sum of four thousand and seventy-one Venetian zechins, which have been already mentioned, page 22, and which were stipulated by his majesty's consul as restitution and indemnification to the poor sufferers for plundering a Mahonese vessel \* ; and they delivered that as their answer upon paper, under their hands and seals, besides giving it verbally with so much abuse,

\* When the sum to be restored in money was first stipulated, the *Bashaw* paid down 400 zechins, as part payment, and drew a bill on *one* of his *ambassadors*, then at Florence, for 3071 zechins, the remainder ; which bill (as the embassy was not successful) the ambassador was not able to pay ; and it was returned by captain Robinson.

that captain Robinson was obliged to come away without taking leave of the bashaw, or his principal officers.

The French, sensible of the inconveniency of their embassies, used to land the Tripoline ambassadors at Marseilles, shew them the arsenal and great ships at Toulon, and after entertaining them three or four weeks by way of refreshment, after a tedious and strict quarantine, they then presented them with a gold chain and medal of the king, and pointing to a vessel appointed to transport them home, intimated that Toulon was the finest sight in France.

But finding they still persisted, and as they would not be allowed to catch large fish, they were willing to catch small ones, and to come for a chain and medal now and then; to cut off all the pretences of a set of needy emigrants, who are always named by that state with a view to profit by the employment, they sent Mons. De Beaufremont, prince of Lystenois, this summer, with four ships of war, who has got it inserted in their treaty, "That, in future, they shall not  
 " presume to send any ambassador to France; but whatever  
 " representations they have to make, they shall deliver them in  
 " writing to the consul of France, who shall transmit them  
 " to his master;" and he made himself be saluted with two guns more than the flag of any nation ever was; and afterwards caused that salute to be continued, by inserting it as an article of treaty.

## T U N I S.

This kingdom produces a prodigious quantity of corn, wool, oil, honey, wax, dates, butter, and hides, more than is sufficient for the inhabitants, which the French merchants settled amongst them export. They manufacture woollen, cotton, linen, and some silk goods, common bonnets and sashes for  
 the



the Levant markets. They manufacture, besides, their goat-skins into Morocco leather, and make vast numbers of fine shoes and embroidered slippers for exportation; as also rose-water, and orange-flower-water, that are excellent.

The French factories in this kingdom, in return for commodities imported from France (many of which we could furnish them with) do contrive to load with the staple produce and manufactures of Tunis 150 sail of ships annually for the Levant, 50 sail for France and Italy.

Could we at this time trade with the Tuniseens so advantageously, or if we can hereafter take such steps as that we may come in for a large share of the Tuniseen trade, thereby finding employment for our shipping in the transport of so profitable a commerce; there can be no doubt but that it would be well worth our while to begin to settle amongst them, and cultivate a more intimate correspondence with that country. The preventing the French from being able to procure such vast quantities of oil at the first hand to make their fine soap, and wool to make their light cloths for the Levant markets, are great objects of themselves.

Whilst the present Bey lives, and the government continues without any new revolutions brought about by the Algerines, there is nothing to apprehend from the people of Tunis as to the plundering our merchantmen at sea, or making pretended delays in paying the captains of our merchantmen the freights they have earned, because they are extremely orderly in both these respects, and find it their interest to be so; but should a revolution happen in the government, or that another Bey mounts the chair at Tunis, a way has already been pointed out, to enable the one half of the Mediterranean squadron to procure restitution and *satisfaction*, when there is occasion for it, without the expence of an armament to be fitted out

out on purpose. Let it be here remarked, that if sea-captains are the only fit persons to be the *negociators* in Barbary, it will always be found to make us more respected when the commodore commanding in the Mediterranean with his squadron is employed in quality of ambassador, when it is necessary, to employ one to those states, in lieu of sending a single frigate from England, whose captain is to regulate these articles of treaty, which are to increase our commerce, and preserve our civil privileges and immunities in those countries : for it is well known, that two or three cargoes of corn before now have, on these occasions, proved powerful arguments in favour of these states ; fine horses have wrought the same end ; and all this is very natural. We constantly attack them with presents, and they are always ready to turn the tables. Common sagacity supplies those hints to the most rustic politician, as well as to the most refined.

## A L G I E R S.

The state of Algiers has been long considered, and with great reason, the most powerful and respectable of the piratical regencies in the Mediterranean. We have been used to consider the Algerines as a check upon the trade of the Swedes, Danes, and Hamburghers from the north, and the Spaniards, Genoese, Neapolitans, and other states in the Mediterranean, whose produce we have been used to transport by our shipping, and whose nursery for raising seamen we have, on many occasions, been (as we ever ought to be) careful to prevent.

We have been accustomed to look to Algiers for supplying the annual deficiency of corn in the island of Mahon ; and

we



we have supposed, that in times of scarcity, occasioned by war or accident, the garrison of Gibraltar might be supplied from thence with vivres, when the emperor of Morocco chuses to shut his ports.

There can be no doubt of their power as a piratical state; their wealth \* at this time in several vaults in their treasuries, which are walled up; is known, in coin and bullion, to exceed seven millions sterling, besides precious stones and pearls. They have hitherto, in prosecuting their piracies, kept the Spanish, the Neapolitan, Genoese, and Tuscan carriage trade greatly in our hands; but should the Algerines conclude a treaty with Spain, as the emperor of Morocco has done, that will be soon followed by one with Naples, the patrimony of the eldest son of Spain; the grand duke of Tuscany will endeavour to push one for himself, through the same interest on one side, and by his brother the emperor at the Ottoman Porte on the other. Notwithstanding they do not pay much attention to the grand signor of late years, all this may happen; and if we do not take steps to recover our Mediterranean trade before it does happen, we may bid adieu to it perhaps for ever. The Spaniards will carry their own goods, the Nea-

\* The Dey has no power over the treasury; that belongs to the public. An asper cannot be taken out of it without the consent of the whole soldiery, each of whom has an equal right as to giving their opinions, and those opinions are never taken but in times when the state is in imminent danger, their internal revenues being generally more than sufficient to defray the ordinary expences of the government.

There is a certain proportion of all prizes paid annually into the treasury, which, besides the receipt of 250,000 hard dollars, one year with another, for ransoms of slaves from Spain, and large sums from charitable foundations amongst the Italian states, for the like purpose, have been amassing for these fifty years past.

The treasure is kept in empty oil-jars placed in arched vaults in two different small castles on the walls of the town. When one jar is full, then they proceed to another; and when one vault is full of these jars, they wall it up, and begin filling another vault. In case the place is ever carried by a sudden attack, their treasures cannot be removed.

politans will do the same, and the French will intirely establish their trade on that coast. Genoa, in such an event, will certainly be crushed, and the Venetians will be much hurt in their commerce, if that last circumstance can do us any service.

The state of Algiers, besides their being viewed as a piratical one, useful in a political light, for purposes that have been already mentioned, is also to be viewed in a commercial one. The country of Algiers is exceeding fertile; it produces great quantities for exportation of corn, wool, mules, hides, and some oil.

The benefits which arise to the French from their commerce in that kingdom are best to be judged of from the gross insults which that superb nation, who can quarrel for a trifle when their national honour is engaged, and they see no profit to be got by being quiet, do suffer at Algiers. Their consul and all the French merchants have, within these two years, been dragging stones from the quarry near Algiers, and covered, for the first time they were used, with the very chains which were sent, six months before, as a present from l'empereur de la France. They knew the strength of Algiers extremely well, and how to attack it, and that less than the armament they used at L'Harrach would have done the business; but the African company cried out to have mercy on their commerce, and their settlements in that kingdom. Lewis acquiesced; a squadron was sent to Algiers; the French consul was by the king's order embarked on board the commodore; the Dey of Algiers new-created the consul by discharging five pieces of ordnance; the African company settled a pension on Mons. de Valliere, for the ill-treatment he had received, and so the affair ended.

While the Algerines agree to have no peace with Spain and Naples, Genoa and Tuscany, and allow us advantages in trade,



trade, when we chuse to embrace them, they are surely to be cultivated; but if ever they are in friendship with those powers, and we are unable to cultivate the latter advantages, it will not be the worst thing we can do to send for their treasure, and bring it into Plymouth or Portsmouth; it will do us no harm, and will not prevent them from being again a piratical state, whenever we choose to permit them. But supposing them to have no more treaties with Christian powers than they have at present, and things in other respects to keep as they are, satisfaction upon any well-grounded misunderstanding, and upon real foundations of complaint, may be obtained with great safety, by employing the Mediterranean squadron to procure it.

M O R O C C O.

The *trade* of those countries, which form what is now known under the name of the empire of Morocco, was formerly very considerable; but received a severe blow from the hostile invasion of the *Sbarifs*, who conquered the several dominions which now compose that empire; and by carrying fire and sword wherever they came, after successive repetitions of every violence and every barbarity which savage human nature could invent, they established the most formidable of all despotic governments, that of an absolute power not only over the persons and effects of their subjects, but also over their souls; which last authority they pretend to, as being the direct descendants of Mahomet their prophet; pronouncing it a crime against the will of providence not to submit implicitly to the edicts of the emperor (who is king, high-priest, and prophet) whenever they are issued.

The learning and arts planted by the Arabians in two of the chief cities, Morocco and Mequinez, and which had diffused themselves over the face of that country, fell by the hand of that iron government; but the natural abundance of the soil, its populousness, and the variety in the produce of the different districts, enabled the Jews, who find means to exist under the most tyrannical governments, to renew a considerable traffic, which has been since more or less flourishing, according to the different degrees of despotism exercised in the reigns of different emperors, over a race of subjects who are the most coupleat slaves upon earth.

The present trade of Morocco is almost intirely in the hands of the Jews; Europeans, of whatever nation, finding it extremely difficult to reside in a country where Christians are so open to injuries, and so thoroughly despised, on account of their religion; nor will any great number of Christians ever be able to reside for any considerable space of time in these countries, until a method is found out by which they may be come at, and *tamed* occasionally by chastisement, as the other states of Barbary have been, and are always open to (when it is necessary) from powers who have a sufficient naval force.

The produce of Morocco is very considerable in wool, hides, manufactured leather, wax, honey, live stock, raisins, olives, almonds, gums, skins of wild beasts, ostrich feathers, coral, copper, and fine mats.

Their importations are arms, ammunition, iron in bars, brass, lead, linen and woollen cloths, hard-ware, naval stores for coasting vessels, fundry commodities for their inland caravan trade, and *hard dollars*.

The Moors opposite to Gibraltar have learned to stall-feed cattle for the garrison; to bring up their poultry in our way; to cultivate the vine, fruit-trees, and many kind of vegetables; all



all which they perform very well, and bring them for sale to Gibraltar; whence they draw, in return, so *considerable* a sum of money, that it has been thought the governor of that fortress, but shutting the port of Gibraltar for six months, could cause an internal rebellion, and by that means bring the emperor to reason. But whatever effect might have been wrought by that, and the cutting off their other supplies, before the late treaty the emperor has made with Spain, I am much mistaken in many of their mercantile people, whom I have seen trading at different places, if a dollar *won* is not equally valued, whether it comes from the hands of a British or a Spanish subject.

Whichever way they can vend their produce is indifferent to them; and as Spain chuses to cultivate them, through their *avaricious* principle, they will therefore find themselves easier supplied with what they want from the whole kingdom of Spain, than from the monopolising shopkeepers on Gibraltar rock.

As a very considerable revenue arises to the Spanish monarchy from a tax levied for carrying on a perpetual war against the Moors and infidels in Africa, and as this tax has not been remitted to the people, the only thing that could make such peace tolerable to them in their late turbulent humour, is the prospects they have of gain by trading with the Moors, and the view of their being henceforward able to be their own carriers by sea, consequently save great sums of money which have been annully paid for British, French, and Dutch merchantmen.

There are three obvious views the Spanish *government* have in the peace with Morocco:

To raise a coasting trade, employ their own shipping to carry their produce to market, and form thereby a nursery for seamen.

To

To monopolize the trade of Morocco, and by keeping up a good understanding with the emperor, prevent our using his force as a restraint upon their carriage trade; and perhaps, when their opportunity comes, to induce him, by their intrigues and presents, even to distress the garrison of Gibraltar, by cutting off the nearest and best channel for supplies of fresh provisions.

And lastly, by this beginning, they hope to find means to conclude a treaty with *Algiers*; in which event a treaty with *Tunis* follows of course; and *Tripoli* makes it a maxim never to hold out singly. Should a peace with Algiers be brought to a bearing, their field for commerce will therefore be very materially enlarged.

If Morocco, under its present government, be considered in any ways useful to us in a political light, the distressing the coasting trade of our rivals, and keeping up a continual war between Morocco and those powers in whose service *our* seamen and shipping find employment, are the obvious advantages of a strict friendship with the emperor; but it is far from being so obvious by what means we can keep our treaties to be strictly observed by a prince who has so considerable an inland force, independant of either his sea-ports or his piracies.

Algiers is at all times under the eye of the Mediterranean squadron. In ordinary cases, that squadron, without further expence, will obtain redress; in extraordinary ones, the town is open to the impression of seventy-four-gun ships and bomb-vessels; besides their having treasure sufficient to repay any expence of attacking them: but the emperor of Morocco has no treasure locked up in vulnerable sea-port towns, as pledges for his good faith; and if a squadron were employed on his western coast on any emergency, barred harbours, rivers  
choaked



choaked with sand at their entrance, and tall castles beyond the reach of any considerable effect from an attack by sea, would confine the service of such a squadron to the hunting out and destroying such of his cruizers as could be found at sea.

In all the lesser pirattical states, where the government, and the people they govern, are both ruled by two principles only, those of *avarice* and *fear*; and when other nations, who either have not a *naval* force, or being afraid to make use of what they have, are reduced to the alternative of securing the good behaviour of those states, by satisfying their avarice with *present* upon *present*, always pocketing or buying of *injuries* done to their subjects at a terrible and *endless* expence, having no other security for a continuation of peace than that of paying more than their neighbours, there can be no doubt of our using such measures with those states as are least expensive, and most efficacious to bring them to what we esteem to be and call *reason*.

As the avarice of the emporor of Morocco has no bounds; as the cutting off the supplies of fresh provisions from the garrison of Gibraltar, in the time of a *Spanish war*, would be equally disagreeable, whether such a measure was occasioned by *Spanish influence*, or his own *whim*; and that notwithstanding the panick the people of Morocco were struck with, when a single ship of war destroyed three of their large cruizers in the harbour of Magador, about the year 1720, it is very doubtful whether a stroke of the same kind would have the same effect in the year 1770, if it were necessary. It seems to merit a strict enquiry, whether the subjects of Morocco could be chastised in all their maritime places by vessels of a different construction from those we generally use; and what the expence of such an armament might be to the publick.

Though

Though I am now come to a conclusion, I cannot help remarking, that two or three embassies have been lately carried on with the emperor of Morocco, without his majesty's agent and representative residing in that country being either present at the negotiation, or named in the commission, than which no appearance can carry a worse face to a *Moorish prince*, who naturally concludes the king's officer in his dominions, either void of support at home, or that his abilities are disrespected by his master. Want of *authority* in transacting the common occurrences in the service, *slight* and *inattention* in the more material ones certainly follow. And where do the consequences light at last? Surely the ill effects fall on his majesty's subjects.

Common abilities well countenanced on that coast will be able to effect a great deal for the good of the subject; when the best abilities, without *apparent* countenance and protection from home, may, instead of doing good, rather serve to affix the appearances of impotence and disrespect on the service.

I shall only observe further, that though a sense of duty has urged me to give a true sketch of the piratical states of Barbary, which their private interests or fears may have induced many persons employed on that coast not to communicate; yet I beg to crave every indulgence for its having swelled to so many dull pages.

ERRATA. Page 25. 5 lines from the bottom, in the text, "and to a standing army," read, "and employing a standing army, &c."

Page 26. in the note, for "virtu," read "vertu."

Page 28. line 12 from the top, "and when he fails," read, "and when the Bey fails."

Page 30. line 6 from the bottom, in the note, "come in there May last," read "come into Tunis in May last."

Page 36. in the note, line 5 from the bottom, "constrained to without success," read, "constrained to do without success."

Page 39. line 14 from the top, in the text, "He has amassed," read, "The Emperor has amassed."

Page 48. line 10 from the top, in the text, "that two or three cargoes of corn before now have on these occasions," read, "two or three cargoes of corn have before now on these occasions."



